

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XIII.

RIO DE JANEIRO, NOVEMBER 5TH, 1886

NUMBER 31

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.  
THOMAS J. JARVIS,  
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BRITISH LEGATION.—Travessa de D. Manoel, No. 8.  
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BRITISH CONSULATE GENERAL.—No. 8, Travessa  
de D. Manoel. GEORGE THORNE RICKETTS,  
Consul General.

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p. m., Sundays, and at 7 o'clock p. m., Thursdays.  
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11:30 a. m. on Sundays, and at 7:30 p. m. on Fridays.  
H. C. TUCKER, Pastor.  
Portuguese services: Sunday School at 10 a. m., preaching  
7:30 p. m. Sundays; prayer meeting, 7:30 p. m. Wednesdays.  
J. L. KENNEDY, Pastor.  
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THOMAS HOOPER, Secretary.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at  
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## TRAVELLER'S DIRECTORY

### RAILWAYS.

**DOM PEDRO II.—Through Express:** Train leaves Rio  
at 5 a. m. and is divided at Belém into Central, and S. Paulo  
branch. Former arrives at Barra do Piraí 7:25. Entre Rios  
6:40 and Lafayette (terminus) at 5:30 p. m. latter arrives at  
Barra at 7:15 a. m. and Cachoeira, where passengers for S.  
Paulo must change, at 11:55. From Entre Rios train leaves  
at 5:50 a. m. arriving at Porto Novo da Cunha at 11:15.  
Downward, train leaves Lafayette at 7:30 a. m. Cachoeira  
(S. Paulo branch) 1:10 p. m. Porto Novo at 12:15. Entre Rios  
3:07 arrive at Barra at 5:10 and 5:15 p. m. and Rio at 8 p. m.  
**Limited Express,** leaves Rio at 7 a. m. arrives at Barra  
at 10:25. Entre Rios at 12:15 and Mariano Procopio (terminus)  
at 6:30 p. m. S. Paulo branch leaves Barra at 12:30 and arrives  
at Cachoeira at 6:35 p. m. From Entre Rios train leaves at  
3:15 p. m. and arrives at Porto Novo at 6:05. Downward,  
train leaves Mariano Procopio at 12:30 a. m. Cachoeira 6:45  
and Porto Novo 6:50, arriving at Barra at 12:35 and 12:37 p. m.  
reach Rio at 5:10 p. m.  
**Mixed Trains,** leave Rio at 8:35 and 9:10 a. m. 3:45  
and 5 p. m. first goes to Entre Rios arriving at 8:03 p. m. second  
and third to Barra arriving at 9:20 a. m. and 3:55 p. m. and  
third to Belém arriving at 7:30. Downward, train leaves Entre  
Rios at 4:30 a. m. arriving at Barra at 7:17 and Rio at 3:20 p. m.  
leave Barra at 4 and 5:30 a. m. arriving in Rio at 9:15 a. m. and  
11:15 p. m. and leave Belém at 5:10 a. m. arriving in Rio at 7:50  
p. m.  
**Night service:** Train leaves Rio at 10 p. m. every Friday,  
arriving at Barra at 12:30 and Porto Novo at 5 a. m. Down-  
ward, train leaves Porto Novo at 10:50 p. m. every Monday,  
arriving at Barra at 3:45 and Rio at 5:30 a. m.  
**S. PAULO AND RIO.**—Train leaves Cachoeira at 11 a. m.  
arriving at S. Paulo at 5:10 p. m. Downward, train leaves S.  
Paulo at 6:45 a. m. and arrives at Cachoeira at 10:40 p. m.  
where passengers change to the D. Pedro II line.  
**CANTAGALLO R.**—Leaves Niterói (Sancti Anna)  
6:30 a. m., arriving at Nova Friburgo 10:35. Cadeiro (1 hour  
per tramway from Cantagallo) 10:48 and Macuco 1:45 p. m.  
Return train leaves Macuco 10:05, and Cadeiro 12:05 and Nova  
Friburgo 1:08 p. m., arriving at Niterói 5:00 p. m. A  
ferry boat runs between Rio and Sancti Anna, connecting with  
trains.  
**CORCOVADO R. R.**—Trains leave the Station at Cosme  
Velho, Laranjeiras, at 6, 8, 10, and 12 a. m. and 2, 4, and  
6 p. m. on Sundays and holidays; and at 8 and 12 a. m. and  
at 4:30 and 5:30 p. m. on week-days.  
**PETROPOLIS STEAMERS AND R.R.**—Steamers leave  
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and holidays. Returning, train leave Petrópolis at 7:30, 9 a. m.  
week days, and 4 p. m. Sundays and holidays. Mixed  
train upward 12 p. m., downward (from Petrópolis) 12:15  
p. m., week days only.

## LIBRARIES, MUSEUMS, &c

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vidor.  
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Constituição.  
GABINETE PORTUGUEZ DE LEITURA.—No. 12  
Rua dos Beneficentes.

### Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician.  
Residence: Rua do Haddock Lobos No. 70. Office Rua do  
Rosario, No. 131, from 1 to 3 p. m.  
Dr. Alexandre Calaza.—Surgeon and Physician—  
Office, Rua Primeiro de Março No. 22. From 1 to 3 p. m.  
Residence, Rua de S. Francisco Xavier No. 47.  
Dr. W. J. Fairbairn; M. D. Edin; Surgeon and  
Physician. Office: Rua de S. Pedro, No. 21; from 11 to  
1 p. m. and 4 to 4:30 p. m. Residence: N. 123 Rua de S.  
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# THE RIO NEWS

PUBLISHED TRIMONTHLY  
for the mail packets of the 5th, 15th and 25th  
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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SINGLE COPIES: 600 reis; for sale at the office  
of publication, or at the English Book Store, No. 67 Rua do  
Ovidor.

All subscriptions should run with the calendar year.  
EDITORIAL AND PUBLICATION OFFICES:—  
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RIO DE JANEIRO, NOVEMBER 5th, 1886.

THROUGH the death of José Bonifácio de Andrada e Silva, Brazil loses a citizen and statesman whose place it will be hard to fill. As a nephew and grandson of the patriot minister of that name, who did so much to secure the independence of Brazil and to establish Dom Pedro I on the throne, he naturally occupied a prominent place in the affections of his fellow-countrymen; but when to this are added his rare personal qualities—talents of the highest order, lofty patriotism, an unsullied character, and an untiring devotion to the well-being of his country—we have a man who had no peer in his own country and whose loss is a genuine national calamity. He was never a robust man, and was therefore never able to take so active a part in administrative affairs as he could have wished, but he rarely missed the opportunity to employ his masterly eloquence in behalf of good government whenever the emergency required it. He was a statesman of rare gifts, patriotic in the advocacy of measures contributing to the well-being of the whole nation instead of favored individuals and classes, always disinterested, high-minded and fearless. His last public endeavor was in the interests of abolition, the liberation of his country from the paralyzing incubus of slavery and the tyranny of a selfish, illiberal, grasping caste. His fervor and activity in this effort has more than once excited surprise, for it had been years since his health had permitted him to take so prominent a part in public affairs. Now that these extraordinary efforts seem to have been made at the cost of his life, it is to be hoped that the sacrifice will infuse new courage into the halting cause of abolition and, in hastening the day of final emancipation, build for him a monument in the history of his country nobler than any which can be chiseled by the hands of man.

THAT the coffee crop is of vital importance to the material necessities of the empire, is a proposition conceded by all, and the need, therefore, of some sort of official reports on the condition and prospects of the growing crop is becoming more and more apparent every year. Planters and *commissarios* (factors) are constantly reporting sensational rumors with the purpose of affecting the markets, but they are utterly oblivious to the fact that, if their reports were generally credited, the result on the credit of the country would be very prejudicial, if not disastrous. To be free from the dangers of such irresponsible action, the state should take some action toward securing all needful and reliable reports.

We have already noted the reported failure of the September blossom, and now we have to add the reported failure of that of October. If these reports be really true, of which we entertain some doubts, then the position of the empire is critical indeed, for without coffee—and a large quantity of it, too—the foreign engagements of Brazilian commerce, and no slight part of the treasury obligations, can not possibly be met. Fortunately for Brazil the unbelievers in short crops are many, and that for the simple reason that these annual predictions have been too often proved untrue. Then there is the opinion among these skeptics that the September and October blossoms have not been failures, which implies that they have been destroyed by unfavorable weather, because there were few or no blossoms to destroy. If this be true, then the reports of the alarmists are ridiculous. A coffee tree, in common with all fruit trees, needs rest after producing a large crop, and this rest, which the planters and their factors wish to make appear a crop failure, will produce results in December or January which should enter into the calculations of all who are interested, not only in coffee, but directly or indirectly in the financial prospects of the country. The coffee produced by these late blossomings, called *café das águas*, is generally unsightly and light in weight, but it is coffee and will serve to fill a vacuum when the occasion arises. All these reports as to blossom failures, however, should be confined to the districts tributary to Rio. Our private advices from São Paulo, tributary to Santos, are to the effect that there are no unusual complaints among the planters, and that there has been no failure in the September and October blossoming. The blossoms were not as plentiful as last year, of course; but they were sufficient to promise an average crop. One gentleman states that his first information as to "short crops" came from Rio. To this we can add that the provincial papers have had very little to say about the expected short crop, even less than usual. We are to receive further information on this point, however, and leave the question of crop prospects just here. Then there is the question: What is a short crop in Brazil? A large crop now would be 5,000,000 bags, a fair crop 4,000,000, but a small crop? We leave the answer to the patriots who, in endeavoring to advance the price of coffee, are so blinded that they can not see that by persistently spreading "no crop" rumors they are seriously affecting the credit of their country.

THEN there is another present feature in the coffee market, which is probably transient, or the result of some carelessness: the sales of coffee, which are daily deducted from our stock, very much exceed the shipments as given by the brokers. We concede that 20,000, or even 30,000 bags may be sold awaiting shipment, but the quantity has become excessive. Here are the figures for four months:

	sales	shipments
July .. .. .	bags 317,173	293,275
August .. ..	445,601	404,813
September ..	339,806	365,264
October .. ..	318,313	297,605

Totals .. .. bags 1,411,893 1,360,957

It may be conceded that coffee sold in June and shipped in July is about a set-off to that sold in October to be shipped in November. If these figures be correct, it naturally occurs that a considerable amount of re-selling has been going on, that these re-sales are again deducted from stock and that this is greater than reported to that extent. This is a serious question. And exporters should insist upon brokers verifying stock periodically. It is all nonsense,

this resistance of holders to give in what they have in stock. No one asks for an exact figure, a thousand bags more or less would make little difference; but a quarterly verification of stock by mutual agreement of brokers and dealers is as great a necessity as some official cognizance of crop prospects. After "bearing" the bean to this extent it is perhaps only fair to say that we are informed that the statistical position of coffee has very much improved. The rapidity of transport and communication have caused the smaller dealers to adopt a "hand to mouth" policy and stocks are no longer "invisible," but are in the more important markets and not only plainly visible, but show a very satisfactory reduction on last year's figures. Whether fifteen or twenty times the amount of a crop may be sold on the New York and Havre Exchanges, is no question; but time sales certainly have allowed the dealer to forestall his periodical necessities and the effect has been to allow stocks to be at the sea-ports. If it be conceded that the interior of the United States is carrying very light stocks, then the position of coffee, although not legitimizing present prices here, must be considered good. As to the rumors of a new syndicate here, our information is so vague as to be worthless. And we thus submit what information we have been able to collect to our readers, all more or less interested in King Coffee.

We should like to again call the attention of the director-general of the postoffice and minister of agriculture to a postal regulation still enforced in this country which is the cause of much annoyance and which is discreditable in every sense of the word. The regulation in question is that relating to the sending of money or other valuables through the mails without declaring the same and paying the proportional tax. Under this regulation, a fine of 20 per cent is levied on the receiver, one half of which goes to the clerk who puts the receiver to the trouble of opening the letter and exhibiting its contents. If the letter is not registered, the aforesaid clerk may open the letter and take the whole, as the postoffice authorities consider that such use of the mails is an infraction of the law and the victim is therefore not entitled to any protection whatever. This practice is clearly unjust and immoral, and is unworthy a people who claim rank with the civilized nations of the day. The result is that every postoffice clerk is made a special detective and then encouraged to ferret out suspected letters, and to impose an affront on the receiver by compelling him to open his correspondence for him to inspect the contents. And should there be money found, then the receiver is fined 20 per cent of the amount, although he may have had nothing whatever to do with the sending and had no knowledge of its being in the suspected envelope. In answer to protests, we have been told to collect from the sender; but this is not always possible. And even if it were, why should we be put to any such trouble? The only person concerned guiltless of wrong intent, or act, is made to pay the penalties! A grosser injustice can not be imagined! And what possible claim can the postoffice have to justify this fine? It incurs no risk in the transmission of money so enclosed, and it adds nothing whatever to its expenses or responsibilities. The sender encloses his money, pays the postage, and assumes the risk. If it is lost, he has no one to blame but himself, and he has no claim upon either postoffice or the person to whom it is addressed. As it is, the postal regulations clearly encourage the subtraction of money from unregistered letters, and throws the penalties upon the shoulders of the receiver where they are

registered "without value." And the annoyances endured by business men in being compelled to open their letters for the sneaking inspection of a lot of greedy clerks, are simply indescribable! It is full time that this contemptible regulation should be annulled and the employés of the postoffice sent about their proper duties, instead of prying about the correspondence of business men in the hopes of finding an unreported milreis therein!

## BRAZIL AND THE UNITED STATES.

To the Editor:

You seem to have evaded my point somewhat in your reference to guarantees, subsidies, etc. The subsidy granted the American steamship company has nothing in common with the guarantees granted to railway companies, nor with the subsidies by which the coastwise packet companies are fostered. Brazil was, I believe, sincere in subsidizing the American company, and the stupidity of the commission in overlooking the claims of the Empire to contemplation by the United States is to me clearly evident. It is all very well to make humorous allusions to communications to American papers, but the fact remains that a grave injustice has been done the Empire, and apparently for no earthly reason except that the form of government was not sympathetic to the lunatics who were appointed on the commission. Now, you must agree with me that if the outward form of government here is monarchical, there is more than liberty enjoyed; licence is apparent. Every little whipper-snapper who has succeeded in obtaining a license to poison his fellow-creatures as a physician, mutilate them as a surgeon, or fleece them as a lawyer, blackguards the government, of whatever political creed it may be, with the greatest impunity. And it is just this impunity enjoyed by doctors that will ultimately cause a crash here. If the disease continues, there will soon be no patients for the physician but lawyers or engineers, no clients for the lawyer but engineers or physicians, and no customers for the engineer but lawyers or physicians. Every man of us will be *M. D.*, *Ph. D.*, or some other sort of *D. (F. ?)* A nation of doctors! Apart from a difference in the form of government I can see no reason why commercial intercourse between Brazil and the United States should not materially increase. The latter country must modify its ideas as to international trade materially, and must remember that Brazil is a *borrowing* country and requires financial facilities. Why can not the Yankee, whose government has so much money that a law is necessary to fix the balance that may be retained in the Treasury, divide with his Brazilian cousin a part of his surplus? Americans are not merchants. They are retailers and will rest content so long as their domestic demand equals their production. A year of poor crops, or a crisis, will bring all the sticks about your ears and then the negligence of not seeking foreign outlets for your produce will be groaned over.

I am, etc.,

IGNOTUS.

29th October, 1886.

In the matter of subsidies there was no evasion whatever on our part. Sometimes a subsidy is granted for purely commercial reasons, and sometimes it is not. As every one knows, sharp speculators have been known to obtain subsidies from the government, to their mutual advantage be it said, which are of no public benefit whatever. We do not say that this was the case with the American steamship line, but we refer to the matter simply to show that the grant of a subsidy does not always mean a desire to extend commercial relations.



There has been a very general disposition to blame the United States for not reciprocating this subsidy by the grant of a similar favor. This, in many respects, is a mistake. It certainly does present the appearance of a failure to meet the advances of a friendly power half way in an effort to increase commercial intercourse, but it is an "appearance" only. For many years the sentiment of the people of the United States has been against the further grant of subsidies, and the refusal to vote such a favor to the Brazilian steamship line was therefore in accordance with a general policy, and not through any special prejudice against Brazil. If one may draw a conclusion from the extravagant ideas about Brazil entertained in the United States, their prejudices are all in favor of this empire, and not against it. But as for granting subsidies, where is the obligation on the part of the United States? That country is Brazil's principal customer for coffee, rubber and sugar, and all these products are bound to go there regardless of subsidies. The Americans pay cash for over five-sixths of all these products, instead of having the advantage of reciprocal trade. It is apparent, therefore, that the chief advantage in this trade is with Brazil, and the policy of preserving and extending steamship communication is with this country. As long as Brazilians prefer to do their trading in Europe, and in effect maintain the great bulk of their business transactions there, regardless of steamship lines to the United States, just so long will Americans feel disinclined to make pecuniary sacrifices for the extension of trade. As the relationship now stands, it is for Brazil's interests to maintain steamship communication with the United States, while the interests of the latter country are clearly in the direction of developing communication with those countries which manifest a disposition to become liberal customers for American products. It is a simple question of leaving the maintenance of the transportation line to those who profit most from it.

As for the plague of "doctors," that is due quite as much to social as to political causes—more, perhaps! Slavery makes manual labor degrading, and the result is that the sons of the slaveholders are trained up to feel that politics and the professions are the only pursuits open to them at all suited to their dignity. From this, and from the peculiar phases of society in a new country—observable elsewhere as well as in Brazil—there is an exceptional value placed on titles, and consequently everyone is anxious to procure one. We know how fond the Americans were—and, in certain localities, still are—of military and judicial titles. The plain "Mr." was in a decided minority. Here in Brazil the military ambition has never been so pronounced—excepting, perhaps, up in the country districts where every man of position is at least a *tenente coronel*. Neither is there a marked demand for judicial honors. The earliest ambition of the young man is to be a "*doutor*," and as that title goes with any civil profession he may select, he realizes his ambition easily. We hardly think that "Ignotus" is right in predicting a "smash-up" because of the "doctors," for the most of them are very ordinary mortals just like the rest of us, and find just the same difficulty in getting credit at the tailor's and grocer's. As affairs are now trending the "*doutores*," "*commendadores*," "*barões*," etc., will become so plentiful that it will be a marked distinction to be a plain "*senhor*."

As for the proposed loan, it is not customary for one government to loan to another, even on good security, and it is highly improbable that the American people would permit their Treasury to enter into transactions of that character. Brazil is, in fact, a

borrowing country, but not necessarily so. With so large a territory, so much virgin soil, so little need of expensive armies and navies, and with two such products as coffee and rubber, there is no need whatever for debt and borrowing. Nothing but extravagance and misgovernment could occasion such a result, and this is a matter for which Brazil must bear the sole responsibility. We have no doubt but what some very good advice can be procured at the United States treasury department in regard to sound financial measures, but money—no!

#### MANUFACTURE OF HESSIANS.

To the Editor:

Sir,—Allow me to express my sympathy with your article in last issue commenting on the wisdom of the present protectionist policy, lately exemplified by the creation here of hessian factories. As you point out, the substitution of the home-made, in place of the imported, article results in the loss to the national revenue of almost the entire import duty, which must be made good by other taxation. I think however you understate the evil in saying that the amount of duty sacrificed will find its way into the pockets of the manufacturers. If this were the case, the competition that would soon inevitably result would reduce prices to a minimum of profit and the consumer would thus get the home-made article much cheaper than the same thing cost him when imported. However, in view of the greater cost and inferior efficiency of labour in this country, the enhanced price of coal and machinery, and the higher expenses of every kind, it seems certain that the amount of import duty will be found not greatly to exceed the difference in cost of production, and that, even if Brazil takes to producing its own jute, as is quite practicable, she will not be able, apart from protection, to compete in price with Dundee, within any reasonable period. Now, if this be so, the evil, of the national manufacture of Hessians (as of cotton and other goods) is that, while it implies the foregoing of the duties-revenue, consumers continue paying for their goods about same price as when the state collected a tribute on them of 50% on cost, or say a third of the gross price here. Without doubt this lost revenue can be collected in other, if perhaps less convenient, ways but it will then be an additional burden on the people and will almost certainly go to increase the price of other imported articles, while that of the article made here will not fall, or, if at all, nothing like proportionately. It can hardly be necessary to insist on the great danger of such a policy in a country whose future depends on immigration, and which is already becoming known as a country where the high rate of wages is, in great part, counterbalanced by the high cost of most of the necessities of life.

In the case of the cotton factories there is, as you point out, the special feature that the raw material is a native product and this certainly applies with much force to factories situated in the cotton-growing districts, which consume the cotton grown in the neighborhood and distribute the finished article round about, thus saving heavy freights on the raw material, and in part on the finished goods, while enjoying the great advantage of abundant water power. It is conceivable that such factories may some day be able to compete unprotected with foreign production, but those situated near the sea-port towns, without any of the above advantages, can only be sustained at the expense of the national revenue, without even much apparent benefit to the consumer, and of course with much real loss to him considering that it is he (or who else?) that will have to support the taxation substituted for the sacrificed duties. Nor is it correct, as has been argued, that such factories as those about Rio are an important and needed stimulus to the growth of native cotton, because native cotton is much better than is required for such fabrics as can be made here, for which sufficiently good quality can be bought in other markets at a much lower price than is paid in Liverpool for Brazilian cotton. Apart from protection, Brazil could not offer nearly such a good market as Liverpool for her cotton, and as the export duty is

sacrificed by the consumption of the cotton here, it would be no greater loss to the revenue, while a real advantage to native agriculture, to take off this duty and thus encourage exportation of the article to markets where its special qualities are wanted and can be paid a high price for.

Another of the advantages most generally claimed for national factories, and on which you have touched, viz., that they will afford remunerative employment to the workers, will be found equally futile with that of the supposed encouragement of agriculture. For while they undoubtedly do afford remunerative employment, that is just about the one thing Brazil does not stand in any want of at all. She has a plentiful lack of capital and labour and enterprise, but certainly not of new fields for these. Indeed, even if it were suitable financially, it seems to me the greatest economical error, in present labour crisis, to foster industries in the cities which will compete with agriculture in the labour market. Not only will these protected city industries attract a portion of the freedmen who would otherwise continue to work for wages in the plantations, but they will also tap seriously the current of immigration that is so much needed in its integrity for the natural and legitimate agricultural industries of the country, industries which, far from subsisting on protection, contribute heavy duties on what they export.

But there is another and more plausible argument in favour of protection which has, I am informed, great weight with those in authority, particularly with some of the more prominent members of the Budget Committee; so much so that there is reason to fear that in the prospective revised tariff the increase in duties, instead of being on such goods as cannot be made here, will be, at least in part, on articles that compete with national manufactures; in short that the changes will be at least as much in the direction of further protection as of increased revenue. The argument to which I refer urges the favorable effect on the balance of trade and consequently on exchange, which may be expected from the production at home of articles hitherto imported. But I am convinced it will prove quite otherwise, by reason of the uneconomical nature of the industries in question and the expense to the state of sustaining them. For, if the national industry with the aid of present tariffs cannot, on the average, much undersell importation, it follows that Brazil will pay a little less than 150, say at least 140, for a home-made article which would cost to import, excluding duty, only 100. Certainly then Brazil avoids remitting this 100; but what becomes of the 140? Part of it is cost of native cotton, which if not consumed would be an available export; part is cost of coal and other imported articles that must be remitted; part is interest on capital which in most cases must be remitted also; and a large part is wages. Now, of these wages, the great bulk will be spent either on imported articles of food and clothing, or on articles suitable for export such as sugar and coffee, or again on such articles as *feijão*, which employ labour that would otherwise produce exports. In fact, unless it be shown that the amount of profits and workers' savings, which will remain in the country, will amount to 40 or 50% (in which case protection would be needless), then it must be evident that the balance of trade cannot be favoured by the protected industries, and it must be indirectly most adversely affected by the discouragement to agriculture from the increased cost and difficulty of procuring labour, due both to the competition of the factories in the labour market, and to the higher cost of living which is everywhere the result of protection. It appears then that the arguments advanced to justify protection are in reality only so many arguments against it.

I believe the persistence in such protection is the greatest danger which threatens this country, both on account of its financial impolicy and because of the false direction it gives to the national industry. It will be a sad mockery of fate if, as seems possible, this fatal system receives full development under a finance minister who unites in such a high degree enlightenment, industry, and devotion to the national welfare, and who, up to now at least, has shown so much respect for recognized economical precepts. I am well aware, and you are well aware, that our counsels on such subjects have small chance of producing much effect.

Foreign opinion and advice is rarely disinterested and even more rarely believed to be so. Still, I would encourage persistence in your crusade against protection and I think it likely you will in time be seconded by the national manufacturers themselves, who will come to see that their only safety from ruinous competition, followed by declining demand, lies in the restriction of production here, within the most moderate limits, and that their interests are so far as one with those of the state.

I believe the arguments against protection of national factories are sufficiently strong to support the suspicion of personal interest in those advancing them, and I therefore do not hesitate to sign myself,

AN IMPORTER.

Rio de Janeiro, 3rd November, 1886.

## PROVINCIAL NOTES

—The Juiz de Fôra exposition was formally closed on the 25th ult.

—The Porto Alegre telephone exchange began a regular service on the 15th ult.

—Tenders for the execution of the Santos harbor improvements will be received up to December 15.

—A project for erecting a statue to the memory of José Bonifácio has already been initiated in São Paulo.

—The extraordinary session of the Amazonas provincial assembly has been postponed until 31st December next.

—The receipt of coffee along the Mogyana and Paulista railways, province of São Paulo, is so large that those roads are unable to transport it fast enough.

—It is reported that the municipal council of São Paulo will be asked to change the name of Rua do Ouvidor to that of Rua do Senador José Bonifácio.

—We see by the *Commercial* of Pelotas, Rio Grande do Sul, that a movement has been inaugurated in that city for the organization of an electric light company.

—According to the *Rio Clarence*, of Rio Claro, São Paulo, the October blossoming of the coffee trees in that municipality has been insignificant, and promises a very small crop for next year.

—The first provincial budget in Piahy since 1882 was voted on the 30th ult., and the government was so delighted over it that the news was forthwith telegraphed down to the prime minister in Rio.

—The Rio de Janeiro provincial assembly has increased its pay to 25,000 a day, and voted an allowance of 500 reis per kilometre for travelling expenses.

—The September receipts of the Rio Grande custom house amounted to 251,767\$395, against 239,968\$143 in the same month of last year. The returns show an increase in imports, and a decrease in exports.

—The *Diário Mercantil* of São Paulo, who is responsible for the report that a gentleman of that city had 4,000\$ stolen from his pocket at the *Te Deum* of the 20th ult., has since reduced the amount to 400\$. A very material difference in the loss, surely.

—An attempt was recently made to kill the manager of the Manóas Trading Co., in Manóas. He was sitting out on the veranda of his house in the evening, when some unknown person fired at him, the ball knocking his pipe out of his mouth.

—A negro under a life sentence died in the São Paulo penitentiary on the 21st ult. who a short time previously had drawn 10,000\$ in a lottery. The authorities, after mature deliberation, had decided that the money belonged to him, and he was therefore permitted to dispose of it at his pleasure.

—By decree No. 9,668, dated 16th ulto., an extension of time of one year is granted the London and Brazilian Sugar Company, Limited, to complete one of its factories, and two years to complete the other two. The interest guarantee to become effective on the first when completed, and on the others when one-third of the capital is employed.

—The students at the Porto Alegre military school have presented an album to Col. Madureira for his resistance to the orders from the minister of war. It will bear the words: "*Patria*," "*Honra*," "*Valor*" and "*Disciplina*." For a man guilty of a serious breach of discipline, these words are deliciously satirical.

—According to the *Gazeta* of Mogy-mirim, São Paulo, that municipality has a total of 74 coffee plantations, with an annual product of about 220,000 arrobas, or 55,000 bags of coffee. Nearly all the plantation labor is done by slaves, about 3,000 in number, there being not over 800 free laborers in the municipality.

—A few cases of small-pox are reported from the city of São Paulo.

—The German steamer *Hannover* landed 400 immigrants at Santos on the 26th ult.

—The public lighting of Fortaleza, Ceará, in the month of September, cost \$5,814\$852.

—The Norwegian lgn. *Aff* cleared for New York at Victoria on the 23rd ult. with 5,500 bags of coffee.

—The postoffice receipts in the province of Espírito Santo during the fiscal year 1885-86 were 30,579\$078, and the expenditures 23,624\$632, leaving a balance of 6,954\$446.

—The Mato Grosso provincial assembly has dismissed the acting *jefe* of the Cuiabá comarca, Dr. Augusto Rodrigues de Moraes, and ordered his prosecution for the offense of declaring 134 Africans free under the law of 1831.

—It is worthy of note that the Emperor is giving liberally in alms to the cemeteries of the places visited, but nothing for schools. If His Majesty wishes to make the best use of his money, he should bestow it upon education, and not upon objects and conditions growing out of shiftlessness, idleness and a lack of public spirit.

—The people of Santos undertook to raise money enough to liberate all the slaves in that municipality, the event to be solemnized on the occasion of the 8th day mass for José Bonifácio on the 3rd inst. The telegraph reports 178 letters of liberty and 30,000\$000. All the slaves in S. Vicente are free, and all but 30 in Santos.

—According to the *Jornal's* Uberaba correspondent, abuses are already appearing in the celebration of labor contracts with freedmen. He says he has seen contracts for long periods under the labor contract law of 1830, in the execution of which a *jefe de paz* appears instead of a *jefe de orphãos*, as provided by the law of 1885. It is hopeless, perhaps, to expect the present cabinet to do anything to correct the abuse.

—The official valuation (*pauta*) on exports, for fiscal purposes, in the province of Minas Geraes during the present quarter, with the export duty per kilogramme, is as follows:

	<i>pauta per kilo.</i>	<i>tax per kilo.</i>
Tobacco, in rolls.....	533 <i>reis</i> .	16.6 <i>reis</i> .
Tobacco, smoking.....	15050 "	31.5 "
Coffee.....	403 "	16.2 "
Sugar.....	293 "	8.8 "

—The Rio de Janeiro provincial assembly is proposing to increase the road tax on cattle from 1\$000 to 5\$000 per head. This will be sheer madness, for it is an excessive tax on food. Most of the cattle consumed in the city of Rio de Janeiro come from Minas Geraes, where they pay an export tax of 2\$000 per head. If they now pay 5\$000 more to the province of Rio, and the municipal taxes besides, beef will soon be beyond the reach of the poor.

—On March 23rd last, the president of the province of Pará notified the Pará Gas Co., Limited, that, in view of the very bad service rendered by that company owing to the ruinous state of its plant, the said plant must be repaired and put into good order within a period of six months from date of notification, under penalty of having the contract rescinded. The *Diário do Gram Pará* of the 17th ult. says that the time has expired and nothing whatever has been done.

—The sudden death of Senator José Bonifácio from disease of the heart occurred in São Paulo at half past two o'clock on the morning of the 26th ult. He had only arrived there on the 24th, when he had been received with enthusiastic demonstrations by his many friends and admirers. He was considerably worn with his unusual labors in the Senate during the last session, but no serious results were anticipated. The following night and day were passed pleasantly with his friends, as was also the evening of the 25th. He did not retire until 2 o'clock on the morning of the 26th, when there was no indication of danger. A half hour later, he expired. He was born at Bordeaux November 8th, 1827, and had therefore very nearly completed his 59th year.

—On Sunday last in S. Paulo a Republican Club was inaugurated. The session was presided over by Dr. Americo Braziliense. Dr. Godofredo Furtado having raised the following question: "If republican plasters should, or not, fix a date for the emancipation of their slaves," Dr. Raphael de Barros took part in the debate and declared that he was a free abolitionist, but that there being a great number of slaves, a time for their entire emancipation could not be fixed, because an incalculable loss would be occasioned, without any appreciable gain to the cause of abolition; he was however in favor of all and every abolition movement of a general character."—*Gazeta de Notícias*, Sept. 28. Exactly what this republican and abolitionist doctor wants, does not seem very clear. A free abolitionist who wants abolition at some undetermined time when no one can suffer the slightest prejudice, is an impossibility.

—The Ceará provincial assembly was closed on the 31st, after the adoption of the budget bills.

—The October receipts of the Santos custom house amounted to 1,230,939\$495, and of the *mesa de rendas* to 326,566\$817.

—The revenue receipts of the province of Espírito Santo during the last fiscal year amounted to 501,023\$027, against 407,312\$629 in the preceding year.

—According to a telegram from Pernambuco on the 27th ult. a fight occurred there the preceding day between the police and military, resulting in the killing of three persons and the wounding of several others. The same telegram reports the assassination of a provincial deputy at Escada. Pernambuco is getting to be a good place to avoid.

—The recent census in São Paulo is giving some very unsatisfactory results, if the municipality of Paranaipema can be taken as a fair illustration. The village of that name contains a population of 994, of which 597 can not read. In 12 out of the 48 *quarteirões* of the municipality the returns show a population of 2,279, of which 1,868 are unlettered. This shows the vital necessity of doing something for the cause of education without delay.

—Two telegraphic accounts have been received in regard to the reception of Senator Silveira Martins at Porto Alegre, Rio Grande do Sul. One says that few turned out to meet him, and that his comments on the military question were first received in silence, and then with manifestations of disapproval. The other account is the very opposite of this—crowds, enthusiasm, approval. The reader can choose a version of the affair to suit his previous convictions and prejudices.

—According to statistics collected by the inspector-general of public instruction of Pernambuco that province possesses only 665 primary schools, of which 339 are for boys, 258 for girls, and 58 mixed. Of the total 496 are provincial schools, 6 national and 153 private. Of the last, 13 receive subsidies. In 1885 all these schools (excepting 128 not reported) had 20,640 pupils matriculated, with an attendance of 13,505. With these proportions the total matriculations would be 24,736, and attendance 16,065.

—The *Diário de Santos* of the 29th ult. calls attention to the necessity of providing shelter for immigrants in Santos, as they have no place to stop in but the public streets between the time of landing and leaving for São Paulo. In cases of sickness, their situation is sometimes deplorable. In a lot of arrivals on the 26th ult. was a family with several small children, to which another was added a few hours before the train was to leave for São Paulo. But as there was no place for the mother in Santos, she was compelled to go on to São Paulo in a crowded 2nd-class coach, at the risk of her life.

## RAILROAD NOTES

—The Sorocabana embargo on the Ytuana extension has been raised and the work of construction has been recommenced.

—The provincial government of Goyaz has granted a 90-years' privilege to the Mogyana company for an extension of its line from the Rio Paranaíba to the Araguaya.

—The Rio Grande commercial association proposes to petition the government to carry out the construction of the Bagé and Cacequy railway at the earliest moment possible.

—For the first time, says the *Diário de Rio Claro*, São Paulo, the wagons of the Paulista company are insufficient to carry away the coffee as fast as it arrives at that place.

—About 12 kilometres of the Norte, province of Rio de Janeiro, railway were opened for traffic on the 24th, the feast of Our Lady of the Penha. The number of passengers carried on this popular feast day was very considerable.

—The net traffic returns of the Campos and Carangola railway for the six months, January—June last, left a balance 112,617\$470, and the amount to be paid by the government to complete the 7 per cent guarantee amounted to 149,581\$270.

—On the 18th ulto. the president of the province of Minas Geraes declared lapsed the concession to the Minas Central [Pitangui] railway, and further imposed a fine of 4,000\$ for failure committed. The guaranteed capital was 9,000,000\$ at 7 per cent. per annum. Fining a company after killing it is a novelty.

—The Principe de Grão Pará railway advertises round-trip passages between the city and its stations beyond Petropolis valid for eight days, but does not seem inclined to grant any favors to immigrants, as the "high life" term them, who would like to go up to Petropolis on Saturday and are obliged to return on Monday. Perhaps the influx of visitors so pressed for time would lower the *ton* of the Imperial city.

## LOCAL NOTES

—The Barão de Cotegipe, prime minister, celebrated his 72nd birthday on the 23rd ult.

—*Blue Ribbonist*—"My friend, do you drink?" *Stranger*—"Yes, where shall we go?"—*Exchange*.

—We sincerely trust all our readers will "chip in" to build the new house for the jury. Who knows how soon they may be called upon to appear there?

—The government contracted with an engineer for certain works on the Mauve canal; then demolishes these works and pays the engineer 30,000\$ a indemnity.

—On the 26th ult. a contract was signed for opening a tunnel between the Laranjeiras and Rio Comprido districts and the construction of a tram-line.

—The minister of empire has authorized the librarian of the National Library to purchase the manuscripts, etc., belonging to the late Dr. João Antonio Alves de Carvalho. The price is 25,000\$.

—The *Gazeta de Notícias* and *O País* of the 26th do not agree as to the reception of Senator Silveira Martins at Porto Alegre. Perhaps it does not much matter, but the divergence is so great that even our attention was called to the telegrams.

—*O País* of the 29th ult. is responsible for the statement that the blacksmiths at the navy yard had done no work for three days, because there was no money to pay for the oil requisite to lubricate the machinery in this section.

—On the 19th ult. the department of agriculture asks for tenders for the Santos harbor improvements, which will be received up to the 15th December next. From the dates of the call and the determination of the period, it appears that foreigners need not apply.

—A devotee of Our Lady of the Penha, if he recovers, will remember the 24th ult. A dynamite rocket exploded in his waistcoat, which should have exploded [the rocket, not the waistcoat] in the air. Why are not these silly and dangerous playthings abolished by law?

—As was generally expected, the hysterical lady who was charged with the brutal treatment of two slave girls, one of whom died, was unanimously acquitted on the 24th. The local papers all issued supplements and the particulars are interesting—to natives.

—When the Emperor arrives at a S. Paulo backwoods town, he first visits the church and then the jail. In these latter he has made some painful discoveries. The Ignacio Martins law against judicial slave flogging does not seem to have penetrated the interior of S. Paulo yet.

—It required a police delegate and two doctors to examine into the result of a young gentleman's "spanking" the other day. The report says "there is an ecchymosis of an elliptical form on the left thigh." The school-master will probably be sent to Fernando de Noronha, for although it is permissible to thrash a negro to death, the white boy must not be roughly handled.

—A runaway accident occurred on the Catete on the evening of the 31st ult., but fortunately the animals were stopped before any serious damage was done. For some inexplicable reason the coachman ran away. The only occupant of the carriage, a woman, fainted and was taken into a neighboring house. When the police officials came to make inquiries, she informed them that a diamond brooch was missing.

—It is said that the minister of finance is preparing measures for the better collection of debts due the treasury. It is a matter for serious comment that so large an amount of taxes remains uncollected, especially where due from persons of influence. And where the debtor is a planter, legislation is sometimes resorted to—like that of the 1885 emancipation law, to relieve him of his obligations. And to rectify the loss, heavier taxes are imposed on commerce.

—No Englishman, nor American can imagine a government informing the London or New York stock exchanges that no more "time bargains" are to be legalized; and more particularly, if we are correctly informed, that now France and Belgium have considered it necessary to legalize "time bargains." Mr. Lacerda's pamphlet is too opinionated to make it of any value as a political economic document, although as an advertisement it may have met its intention.

—We can not report a good substantial earthquake as yet, but we can turn out something which the United States can not hope to emulate—an imperial scandal. There seems to be no doubt but what one of the Emperor's grandsons has been misbehaving himself, but from the tenderness with which our colleagues are treating the matter, and the mysterious silence observed, it is altogether probable that the whole affair is to be winked at and ignored. *Contos de monachos*, friend Caio!

—The Italian steamer *Washington* landed 420 immigrants on the 30th ult.

—The Brazilian transport *Parús* is about to sail for the north with munitions of war.

—The British minister, H. G. MacDonell, Esq., arrived per the *La Plata* on the 30th ult.

—The Emperor has headed the São Paulo subscription for a monument to José Bonifácio with 500\$.

—The government, we regret to say, has never vouchsafed any explanation as to the reissue of cancelled notes.

—The government has ordered the provincial presidents of the north to send down to Rio all naval outlets attacked by *berri-berri*.

—United States Minister T. J. Jarvis and wife will be passengers for New York on the American packet *Alhanga* which sails on the 10th inst.

—The votive offerings to Nossa Senhora da Penha on the 24th ult. amounted to 14,500\$. If this sum had been put into a good primary school it would have done some good.

—Dr. Dreneret, says a daily colleague, has found a *mucoacoccus* in sugar cane. We do not know what it was doing there, but the effect on the sugar market should be considerable.

—It is said that Admiral Braine has countermanded the orders for the *Tallapoosa* to go to Montevideo. It is probable that naval vessels will keep clear of River Plate ports for the present.

—Rumors of a loan to the banks, which is the current language for an issue of government promises to pay, are rife, but not generally believed. The money market is tight and the loan may become a necessity.

—Some 16,000,000\$ of government and Bank of Brazil notes is to be cremated on the 10th. They have been in all probability substituted by the bran-new currency now in circulation, a great part being for the called-in notes.

—One of our provincial colleagues has located Quebec and the Labrador coast in the United States, while another declares Sonora to be one of the states of the Union. Just a little too previous on both sides, colleagues!

—A funny man in the *Gazeta de Notícias* advises that the Pope be invited to fix his residence in Brazil. The idea is not so bad as it appears. Capital would be introduced, and it is generally urged that this is the first necessity of Brazil.

—We hear that the American line is about to put up its passenger rates between Brazil and New York. This will be decidedly a false move, as it will result in driving its patronage to other lines. The present rates are quite high enough.

—Our municipal Solons have just been authorized to raise 125,000\$ to meet expenses the municipality could not meet. But patriotism overlooks impecuniosity and the municipal chamber proposes to contribute 100,000\$ to the Paraguayan war monument.

—The Tribunal da Relação has confirmed the action of the municipal authorities in the matter of annulling the election of José do Patrocínio as an alderman. A new election will now be held, and if the voters of this city have any grit at all they will return the same candidate by an overwhelming majority.

—The Conselho Superior da Saúde—which may be roughly translated as the "Lord High Alvisers on Health"—met on the 30th ult. to manufacture a little advice in regard to the Manguê canal. With one exception they all voted in favor of the Revy project, which proposes an expenditure of 1,500,000\$ in opening and carrying the canal out into deeper water.

—The September immigrant arrivals at this port numbered 1,386, of which 1,104 were males and 282 females. By nationality there were 700 Italians, 454 Portuguese, 82 Germans, 77 Spaniards, 25 Austrians, 14 French, 13 English, 11 Russians, 7 Americans and 3 Belgians. These include all 3rd-class passengers. The departures (3rd class) for foreign ports during the same month numbered 868, leaving a net increase for the country of 518.

—The *Jornal do Commercio* of 31st ult. says that but very few slaves have been re-matriculated thus far under the new law, owing to the failure to require depreciation to begin from the date of the law. Believing it to begin with the registry, the slaveholders are putting off that act until the last moment. It is barely possible that the prime minister will yet see that in order to defeat José Bonifácio's amendments, he has seriously embarrassed the operations of his own law.

—We are informed that the American steamer *Alhanga* left New York with the purpose of continuing her voyage to the River Plate, and had considerable cargo on board for that destination. Just before arriving at this port, this purpose was changed because of threatened complications with the Brazilian government. If the company will throw up the subsidy, drop the *Marachão* call and extend the service to Buenos Aires, we are inclined to believe that it will be the best move that can be made.







## GOVERNMENT AND PROVINCIAL BONDS

Nor.....	Stockholm	10 Aug.
Noemia.....	Oporto	
Nova Silencio.....	Oporto	9 Sept
Nova.....	Memel	20 July
Nova.....	St. John's	
Otra.....	Renario	
Premier Mackenzie.....	Edinburgh	
Plover.....	Leith	23 Sept.
Prince Rupert.....	Leith	25 Sept
Prince Rupert.....	Cardiff	3 Oct
Prince Rupert.....	Newport	1 Sept.
Prince Patrick.....	Newport	1 Sept.
Prince Umberto.....	Cardiff	1 Sept.
Prince Victor.....	Newport	1 Sept.
Radium.....	Memel	10 July
Rover.....	Leith	
Rapide.....	Newcastle	7 Oct.
Rapier.....	Cardiff	18 Sept.
Rosamund.....	Baltimore	
Rosamund.....	Rosario	
Sadocum.....	Cardiff	10 Sept.
Sedone.....	Baltimore	31 Aug.
Serene.....	Gelle	9 Aug.
Therest.....	Gelle	9 Aug.
Tuck Sing.....	New York	3 Sept.
Tatayana.....	Newport	20 Sept.
Telexira.....	Brunswick	
Vacrengrer.....	Havre	5 Sept.
William Wright.....	Newport	1 Sept.
Wynneford.....	Baltimore	20 Sept.
Zini.....	Cardiff	14 Sept.
Zingara.....	Gaspé	
	Brunswick	

ARRIVALS OF FOREIGN STEAMERS.

DATE	ORIGIN	WHEAT FROM	CONIGNED TO
Oct.	Oleoneq Fr	Bordeaux 1 <sup>st</sup> 12	Mess. Martinies
	Montevideo Gr	Rosario 1 <sup>st</sup> 20	E. Johnston & C
	Perambuco Gr	Hamburg 2 <sup>nd</sup> 18	Do
	Esensada II Dth	Santos 1 <sup>st</sup> 42	Carl Valais & C
	Caenova Fr	Santos 1 <sup>st</sup> 18	E. Johnston & C
	Buenos Aires Gr	Santos 1 <sup>st</sup> 18	W. Wilson & C
	Batimore Gr	P. Alegre 1 <sup>st</sup> 7	Norton, M & C
	V. de Bahia Fr	Santos 1 <sup>st</sup> 14	A. Leuba & C
	Montevideo Gr	Santos 1 <sup>st</sup> 14	Do
	Holstein Gr	Tristes 2 <sup>nd</sup> 7	Willé, S. & C
	Gahien Idg	River Plate 4 <sup>th</sup> 13	Norton, M & C
	Caenova Fr	Santos 1 <sup>st</sup> 14	Do
	Santos Gr	Hamburg 2 <sup>nd</sup> 18	E. Johnston & C
	Bithonia Br	Liverpool 2 <sup>nd</sup> 13	Wilson Sons & C
	Caenova Fr	New York 1 <sup>st</sup> 12	Do
	Washington Ital	River Plate 4 <sup>th</sup> 13	J. N. Vincenzo & C
	Kepler Idg	Santos 2 <sup>h</sup> 18	Norton, M & C
	Caenova Fr	New York 1 <sup>st</sup> 12	Wilson Sons & C
	Portena Fr	River Plate 4 <sup>th</sup> 13	A. Leuba & C
Nov.	Palm Branch Br	Santos 1 <sup>st</sup> 42	Hard, Rand & C
	Caenova Fr	Vothraish 1 <sup>st</sup> 12	Wilson Sons & C
	Cotopaxi Br	Vothraish 1 <sup>st</sup> 18	Wilson Sons & C
	Niger Fr	River Plate 4 <sup>th</sup> 13	Mess. Martinies
	Uruguay Gr	P. Alegre 1 <sup>st</sup> 7	W. Wilson & C
	Chatham Br	P. Alegre 1 <sup>st</sup> 7	Norton, M & C

## DEPARTURES OF FOREIGN STEAMERS.

DATE	NAME	COURSE TO	CARGO
Oct. 23	Olbers Br	New York*	Coffee
	Montevideo Gr	Hamburg	Sundries
	Wava Br	Southampton	do
	Béani Fr	Marseilles*	do
	Oréoune Fr	River Plate	do
	Pernambuco Gr	do	do
	Sully Fr	do	do
	Canning Br	Porto Alegre	do
	Eusenda U Dsh	Hamburg	Rubber
	Santos Aires Gr	Santos	Sundries
	V. de Bahia Fr	Havre*	do
	Mativore Gr	Hamburg	do
	Gallie, Blg	Southampton	do
	Britannia Br	V. Janeiro	do
	Puerta Fr	Havre*	do
	St. George Br	Santos	do
Nov. 1	Kepler Blg	New York	Coffee
	La Plata Br	River Plate	Sundries
	Washington Ital	Santos	do
	Santos Gr	Santos	do
	Tilot Fr	Marseilles*	do
	Cavour Br	Porto Alegre*	do
	V. de Victoria Fr	do	do
	Cox paxi Bt	Liverpool	do

FOREIGN SAILING VESSELS IN THE PORT OF  
RIO DE JANEIRO, NOVEMBER 4th, 1886.

NAME	TONNAGE	ENTERED	ORIGIN	DESTINATION
<i>American</i>				
bk Crescent	583	Oct. 29	New York	F. Clemente & C
bg John Wesley	591	26	Rosario	Frias Herm. & C
bk Gannalvi	582	28	Baltimore	To order
bk M Hasbrouck	733	29	Brunswick	F. Clemente & C
<i>British</i>				
so Salamanca	1269	Oct. 15	Cardiff	Norton, M & W
bk Inheritance	450	15	do Sal.	V. Miranda, L & C
so Grimsby	175	17	Cardiff	Norton, M & W & C
bg Moro, Star	245	18	Marseilles	K. Valans & C
so Pr. Frederick	1470	21	Cardiff	D. Pedro II R & C
bk Calcutt	246	21	Cardiff	Wilson, Sons & C
bk Muriel	535	24	Cardiff	Wilson, Sons & C
bk Rosaoke	350	26	Marseilles	Cifer, Dale & C
bg Ida	178	30	Il. Aires	M. Nethmann
bk Frenchy	394	Nov. 3	London	Monteiro, H. & C
<i>Danish</i>				
bg M. Pecunia	113	Oct. 17	Irishay	Quinaz, M. & C
bg Livingstone	220	28	Paysandu	Fries, Herm. & C
<i>German</i>				
bg Mow	247	Oct. 14	B. Aires	Souza A. & C.
bg Edul Baer	297	17	Antwerp	E. Pecher & C
bg Beethoven	748	22	Cadix	V. Miranda, L & C
bg Amalia	666	28	Rangoon	A. Pellery, P. & C
bg Bertha	499	31	Hamburg	C. Heckscher & C
<i>Norwegian</i>				
bk Goldmann	695	Sep. 24	Brunswick	W. Guinaries & C
bk Framling	218	18	Hamburg	To order
bk Linnea	330	18	Cardiff	Glamorgan, C. C.
bg Amelia	319	21	Antwerp	Laureys & C
bg La Bella	250	23	Westwick	C. Heckscher & C
bg Erdensjold	390	26	Wisly	C. Heckscher & C
bg Amalia	319	28	do	A. Pellery, P. & C
bk Sverfid	411	29	Rosario	J. de Souza & C
bk Ferda	600	29	Newcastle	J. F. Alves & C
bg Gylgryd	267	30	Oscarshim	C. Camyran
bg Olesda	292	Nov. 3	Campana	A. Steichen & C
bk Kajan	390	3	Rosario	Frias Herm. & C
bg Vega	390	28	Rosario	Souza, A. & C
bg Vega	390	28	Havre	To order
<i>Portuguese</i>				
bk Vega	930	Aug. 20	Oporto	Costa Soares & C
bk Cintra	930	20	Oporto	V. Leone, M. & C
bk Tito	930	Sep. 9	Oporto	To master
bk Amica	618	13	Oporto	Barbosa Costa & C
bk Triumphant	725	21	Oporto	A. de Santos
bk Triumphant	725	21	Lisbon	In distress
<i>Swedish</i>				
bg Hildir	144	Oct. 28	R. Aires	V. Leone, M. & C

GOVERNMENT AND PROVINCIAL BONDS						
EMISSION	CIRCULATION	DENOMINATION	INTEREST	ORIGINAL VALUE	LAST SALE	LAST QUOTATION
35,673,100 000	335,003,100 000	Apolices do Jan. July	6 1/2	1,000—500	1,000 000	993 000—1,000 000
50,000,000 000	—	do do —	5 1/2	500—1,000	995 000	995 000—995 000
1,138,440 000	1,997,200 000	do do —	5 1/2	1,000 000	98 1/2	—
159,000 000	119,000 000	do do —	6 1/2	1,000 000	—	—
30,000,000 000	20,658,000 000	Gold Loan of 1868	6 1/2	1,000 000	1,300 000	1,300 000—1,310 000
51,885,000 000	47,083,000 000	do do 1879	6 1/2	1,000 000	1,130 000	1,130 000 —
10,212,100 000	7,986,000 000	Province of Rio de Janeiro	6 1/2	200—500	103 1/2	—
<b>HYPOTHECARY NOTES</b>						
1,879,300 000	—	Brazil — June, Dec.	5 1/2	100 000	100 1/2	—
1,366,500 000	—	Credito Real do Brazil Jan. July	5 1/2	100 000	78 1/2	78 1/2—80 1/2
3,360,100 000	—	do gold do	5 1/2	100 000	88 1/2	88 1/2—91 000
4,538,200 000	—	do do do Apr. Oct.	5 1/2	100 000	99 000	—
5,572,000 000	—	Predial do Paulo do	6 1/2	100 000	73 1/2	68 1/2—71 1/2
—	—	do do May, Nov.	6 1/2	100 000	—	—

## DEBENTURES AND SHARES

CAPITAL	SHARES	FORMED	VALUE	PAID UP	NAMES	RESERVE FUND	LAST DIVIDEND		LAST QUOTATIONS
							LAST SALE	PAY	
					BANKS				
500,000\$	2,000	All	200\$	All	Auxiliar .....	11,671\$368	204\$000	9\$000	July 1886
130,000,000	155,000	All	200	All	Brasil .....	6,364,564	974	9 000	July 1886
2,000,000	60,000	30,000	200	80	Comercial do Rio de Janeiro .....	1,100,000	535	10 000	July 1886
12,000,000	10,000	All	200	80	de S. Paulo .....	1,060,000	200	—	—
12,000,000	50,000	30,000	200	200	Comercio .....	60,000	900	9 000	July 1886
30,000,000	100,000	12,500	200	60	Credito Real do Brasil .....	65,077	747	55 000	July 1886
5,000,000	25,000	14,313	200	70	de S. Paulo .....	69	500	3 000	July 1886
10,000,000	50,000	15,000	200	40	Delencere .....	80,000	539	41 000	—
1,000,000	50,000	All	£ 20	£ 10	English Bank .....	£ 190,000	140 000	8 8	May 1886
9,000,000	30,000	All	200	£ 20	Industrial e Mercantil .....	900,000	100	100 000	10 8
£ 1,000,000	5,000	All	200	£ 20	London and Lancashire .....	£ 250,000	—	—	April 1886
1,000,000	5,000	All	200	200	Mercantil de Santos .....	500,000	500	10 000	July 1886
4,000,000	20,000	10,000	200	200	Predial .....	124,010	770	55 000	6 000
1,000,000	40,000	All	200	200	Royal Hydraulic .....	249,818	559	313 000	10 000
8,000,000	40,000	All	200	40	Uniao de Credito .....	47,253	750	100 000	7 300
					RAILWAYS				
12,000,000	60,000	All	200	200	Bahia e Minas .....	—	—	2 1/2	Oct. 1886
6,000,000	—	—	200	—	do debentures .....	—	184 000	—	Nov. 1886
1,500,000	—	—	200	—	Bragantina do .....	—	215 000	—	Jan. 1886
10,000,000	50,000	10,000	200	All	Campes and Catagola .....	14,441	300	175 000	6 1/2
1,500,000	—	—	200	—	do debentures .....	—	—	—	—
1,000,000	2,000	All	400	All	Corcovado .....	—	—	—	—
1,600,000	8,000	All	200	All	Espirito Santo e Caravelas, and Navigation .....	9,777	149	3 000	July 1886
1,500,000	7,100	1,926	200	All	Juiz de Fora to Poa .....	—	—	180 000	6 1/2
100,000	—	—	200	—	do debentures .....	—	—	131 000	3 000
8,735,800	43,679	All	200	All	Leopoldina .....	170,817	718	—	—
11,264,700	55,321	All	200	20	do and series .....	—	—	185 000	6 1/2
15,398,400	—	—	200	—	do debentures .....	—	—	140 000	—
£ 491,600	—	£ 50	—	—	do .....	—	—	180 000	6 1/2
8,000,000	40,000	31,081	200	All	Machal e Campos .....	122,000	000	540 000	6 1/2
3,071,000	—	—	200	—	do debentures .....	—	—	283 500	12 000
1,000,000	40,500	75,500	200	All	Mogiana .....	167,258	166	180 000	2 000
970,000	—	—	200	—	do debentures .....	—	—	180 000	5 000
1,000,000	—	—	200	—	Norte debentures .....	—	—	180 000	5 000
1,000,000	5,000	4,359	200	All	Oeste de Minas .....	8,717	036	180 000	6 1/2
400,000	—	—	200	—	do debentures .....	—	—	217 000	9 000
4,000,000	20,000	10,000	200	All	Principe do Grão Pará ..	20,000	363	20 000	—
					do subsidiary .....	—	—	97 000	—
1,922,000	—	—	100	—	do debentures .....	—	—	515 1/2	July 1886
1,500,000	—	—	200	—	do .....	—	—	98 000	—
1,000,000	4,000	All	100	—	Raual Bannan .....	—	—	7 1/2	Oct. 1886
810,000	—	—	200	—	do debentures .....	—	—	9 1/2	July 1886
370,500	—	—	200	—	do .....	—	—	2 000	May 1884
3,600,000	10,000	6,984	200	All	S. Isabel do Rio Preto .....	474	493	189 000	7 1/2
1,160,000	—	—	200	—	do debentures .....	—	—	490 000	6 1/2
£ 140,000	—	£ 50	—	—	do .....	—	—	80 000	—
1,000,000	—	—	200	—	Santo Antonio de Padua debentures ..	—	—	145 000	6 000
10,000,000	53,325	10,000	200	All	S. Paulo e Rio de Janeiro .....	—	—	155 000	—
	—	—	—	—	do with subord. .....	—	—	24 000	—
	—	—	—	—	do subsidiary .....	—	—	80 000	—
7,000,000	36,000	23,591	200	All	Sorecha .....	6635 5/8	6 1/2	—	Jun. 1886
2,000,000	—	—	200	—	do debentures .....	—	—	500 000	6 1/2
£ 240,000	—	£ 50	—	—	do .....	—	—	500 000	6 1/2
300,000	4,000	All	200	All	Uniao Valenciana .....	34,600	800	6 1/2	Feb. 1884
					TRAMWAYS				
5,500,000\$	27,000	All	200	—	Carris Urbanos .....	69,614	678	259 000	5 500
£ 61,000	—	—	—	—	do debentures .....	—	—	198 000	—
846,700	—	All	100	—	do .....	—	—	127 7/8	July 1886
10,000,000	60,000	All	200	All	Jardim Botânico .....	159,000	000	140 000	3 500
500,000	2,500	All	200	—	Niterhoj .....	—	—	181 000	7 500
500,000	—	—	200	—	do debentures .....	—	—	204 000	1886
1,000,000	5,000	All	200	—	Pernambuco .....	71,485	549	140 000	6 000
1,000,000	5,000	All	200	—	do debentures .....	—	—	91 000	7 1/2
350,000	—	—	200	—	do .....	40,000	000	8 1/2	Oct. 1886
1,200,000	0,000	1,500	200	All	Porto Alegre .....	477,939	554	280 000	13 000
1,000,000	40,000	All	200	All	S. Christovam .....	—	—	105 000	8 000
1,000,000	—	—	200	—	S. Paulo e S. Amaro debentures .....	—	—	310 000	3 500
2,500,000	12,500	All	200	All	Villa Izabel .....	12,018	330	210 000	3 500
					NAVIGATION COMPANIES				
£ 750,000	20,000	10,419	£ 15	All	Amazon Steam Navigation .....	£ 60,775	80 000	6 1/2	July 1885
4,000,000	20,000	All	100	All	Brasileira de Navegagão .....	1,550,299	778	300 000	6 000
1 77,300	—	—	100	—	Ferry debentures .....	—	—	100 000	—
4,000,000	16,000	—	100	—	Nacional de Navegagão .....	210,510	595	20 000	Oct. 1886
	—	—	—	—	do and series .....	—	—	—	—
	—	—	—	—	do 3rd series .....	—	—	10 000	Oct. 1886
500,000	1,000	2,500	200	All	Paulista .....	49,715	560	80 000	7 000
500,000	3,000	1,853	200	—	do debentures .....	—	—	215 000	8 1/2
500,000	—	—	200	—	S. João da Barra e Campos .....	15,500	000	160 000	4 000

## iança .....

1,000,000	10,000	10,000	200	30	Confiança	260,000 000	230 0/10	15 0/10	July 1886		
8,000,000	8,000	4,000	1,000	100	Fidelidade	109,000 000	222 000	10 000	July 1886		
2,500,000	2,500	—	—	—	Garantia	—	—	4 000	July 1886		
4,000,000	70,000	10,000	—	20	Gen	316,000 000	185 000	12 500	July 1886	185 000	—
8,000,000	8,000	1,000	1,000	100	Leopoldina	17,975 003	97 500	2 000	July 1886		
4,000,000	70,000	100	—	20	Nova Pernambuco	183,000 000	68 000	5 000	July 1886		
5,000,000	25,000	12,500	200	20	Previdente	—	—	—	—		
CENTRAL SUGAR & MILLS											
1,200,000\$	6,000	3,750	200	All	Agrícola de Campos	9,715 617	96 7/10	9 1/10	Feb. 1886		
113,800	—	—	200	—	do debentures	—	150 000	—	—		
300,000	1,500	1,450	210	All	Aracaty	—	—	—	Jun. 1886		
24,600	—	—	200	—	do debentures	—	—	—	—		
500,000	2,500	—	200	All	Lorena	—	—	—	Oct. 1886		
250,000	—	—	100	—	do debentures	—	—	—	—		
—	—	—	—	—	Princicaba	—	—	8 7/10	July 1886		
250,000	—	—	200	—	do debentures	—	—	—	—		
—	—	—	—	—	Porto Feliz	—	85 1/10	8 1/2 1/10	April 1886		
300,000	—	—	200	—	do debentures	—	—	—	—		
1,000,000	5,000	—	200	All	Porto Real	23,973 567	—	—	July 1886		
220,000	—	—	100	—	do debentures	2,690 000	206 000	7 1/10	Aug. 1886		
800,000	4,000	—	200	169 1/2	Pureza	—	208 000	8 1/10	Oct. 1886		
1,700,000	8,500	—	200	All	Quissamã	139,870 000	200 000	8 1/2 1/10	Nov. 1886	200 000	—
940,000	—	—	200	—	do debentures	—	180 000	—	—		
800,000	40,000	—	200	All	Rio Branco	—	—	—	—		
GAS COMPANIES											
£ 15,000	7,500	—	10	All	Niterhy	55 000	4 1/2	—	Nov. 1885		—270 000
£ 11,000,000	12,000	—	50	All	Société du Gas	281 000	—	—	—		
MINES											
1,200,000\$	6,000	—	200	All	Arraio dos Ratos (gold)	—	70 1/10	8 7/10	Nov. 1886	68 1/2 %	—70 1/2 %
—	—	—	100	—	S. José d'El Rey (gold)	—	85 1/10	3 1/2 %	April 1886		
200,000	—	—	100	—	do debentures	—	—	—	—		
CORRIMILS											
1,600,000\$	8,000	—	200	All	Aliança	—	210 000	8 000	July 1886	—	—210 000
3,000,000	15,000	—	200	—	Brasil Industrial	11,932 300	200 000	8 1/10	July 1886		
465,000	—	—	200	—	do debentures	—	200 000	—	—		
1,000,000	5,000	—	200	All	Caruch	—	200 000	—	—		
800,000	—	—	200	—	do debentures	—	195 000	7 1/2 1/10	Sept 1886		
600,000	—	—	—	—	Confiança Industrial	—	—	—	—		
400,000	—	—	200	—	do debentures	—	206 000	—	Oct. 1886		
100,000	—	—	—	—	Pae Grande	—	220 000	—	—		
1,000,000	5,000	—	200	All	Rink	—	206 1/10	7 1/2	Oct. 1886		
120,000	800	—	200	—	do debentures	—	215 000	10 300	July 1886		
600,000	3,000	—	200	All	S. Pedro de Alcantara	—	225 000	7 1/10	Oct. 1886	—	—100 1/2 %
250,000	—	—	100	—	do debentures	—	—	—	—		
1,000,000	10,000	5,550	200	200	Petropolis	—	206 000	8 1/2	May 1886		
1,000,000	—	—	200	—	do debentures	—	—	—	—		
MISCELLANEOUS											
3,000,000\$	6,000	—	200	All	Associação Commercial	—	210 000	8 1/10	Jan. 1887		
580,000	—	—	200	—	Cantalaria (church) debentures	—	210 000	8 1/2	Sept. 1886		
200,000	—	£ 50	—	—	Cantalaria & Esqotos debentures	—	400 000	7 1/2 1/10	Sept. 1886	485 000	—495 000
800,000	4,000	—	200	All	Cartagenses Fluminense	—	120 000	10 000	Jan. 1886	—	—175 000
800,000	4,000	—	200	—	Comercio e Lavaria	14,170 070	200 000	—	—		
1,000,000	5,000	—	200	All	Construtora	9,954 130	100 000	—	—		
100,000	—	—	200	—	do debentures	—	125 000	—	—		
100,000	50,000	£ 8,000	200	All	Duca de D. Pedro II	—	135 000	3 000	Oct. 1886	100 000	—130 000
331,200	2,500	—	200	—	Glória market	179,748 830	35 000	9 1/10	July 1886		
500,000	2,500	—	200	—	do debentures	—	190,215 260	9 000	July 1886		
290,000	4,400	—	50	All	Industrial Fluminense (clothes)	150,000 000	54 000	2 000	Aug. 1886		
75,000	—	—	100	—	Pestrol Agica e Industrial	8,823 741	30 000	3 000	Oct. 1886	—	—185 000
1,940,000	—	—	200	All	Servicos Maritimos	5,617 131	115 000	5 000	May 1886		
1,000,000	10,000	9,157	200	All	União Telephonica	—	70 1/2	1/10	Aug. 1886		
633,300	—	—	100	—	do debentures	—	—	—	—		



## Shipping.

**THOMAS NORTON'S**  
OLD REGULAR LINE OF SAILING PACKETS  
BETWEEN THE  
UNITED STATES AND BRAZIL PORTS  
Established in 1868  
Loading Berth: Covered Pier No. 17, East River.  
For Freight and General information apply to  
**Thomas Norton,**  
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## Insurance.

**GUARDIAN FIRE AND LIFE**  
INSURANCE CO.

Agents in Rio de Janeiro

**Smith & Youle.**

No. 62, Rua 1<sup>a</sup> de Março.

**LONDON AND LANCASHIRE FIRE**  
INSURANCE CO.

Agents in Rio de Janeiro

**Watson Ritchie & Co**

No. 95, Rua de Theophilo Ottoni.

**PHENIX FIRE OFFICE.**

Established 1782

Agent in Rio de Janeiro

**E. W. May,**

RUA DO GENERAL CAMARA No. 2,  
Corner of Rua Visconde de Itaboraity.

**HOME AND COLONIAL MARINE**  
INSURANCE CO.

Agents for the Empire of Brazil

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**THE MARINE INSURANCE COM-**  
PANY LIMITED.

Capital..... £1,000,000 Sterling  
Reserve fund.... £ 440,000 "

Agent in Rio de Janeiro

**E. W. May,**

RUA DO GENERAL CAMARA No. 2,  
Corner of Rua do Visconde de Itaboraity.

**COMMERCIAL UNION ASSURANCE**  
COMPANY, LIMITED, OF LONDON.

**FIRE AND MARINE.**

Fire Risks..... Authorized 1870  
Marine Risks..... Authorized 1881.

Agents for the Empire of Brazil

**Wilson Sons & Co. Limited.**

No. 2 Praça das Marinhãs.

**ROYAL INSURANCE COMPANY,**  
LONDON AND LIVERPOOL.

Capital..... £2,000,000  
Accumulated Funds.... £5,245,104

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

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**BRITISH & FOREIGN MARINE**  
INSURANCE COMPANY, LIM'D.

Capital..... £1,000,000 sterling

Agents in Rio de Janeiro

**Swanwick & Gordon,**

39, Rua General Camara. Telephone No. 427.

**NORWICH UNION**  
FIRE INSURANCE SOCIETY.

Established 1797

Losses paid..... £5,500,000

Agents in Rio de Janeiro

**Swanwick & Gordon,**

39, Rua General Camara. Telephone No. 427.

## Steamships.

**LIVERPOOL, BRAZIL AND RIVER**  
PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE

**BELGIAN AND BRAZILIAN**  
GOVERNMENTS.

November Departures:

**To New York:**

[Every Saturday]

Hogarth [Loading in Santos]... Nov. 6th  
Biele... " 13th  
Herschel [Loading in Santos]... " 20th  
Halle... do do " 27th

**EXTRA**

Rosse... Nov. 13th  
Petersen... " 27th

**To Southampton:**

Mackelne... Nov. 15th  
Petersen... " 29th

**For Other Ports:**

Archambaud River Plate... Nov. 4th  
Hypocritus do " 16th  
Lorient New Orleans " 3rd  
Beard do " 30th  
Lafayette London " 6th

**To Rio Grande Ports:**

Cavour... Every  
Chatham... Wednesday  
or Canning... "

**LAMPORT & HOLT,**

21 Water Street, Liverpool.

**ARTHUR HOLLAND & Co.,**

17, Leadenhall Street, London

For freight and passages apply to

Agents:—NORTON, MEGAW & Co.

No. 82 Rua 1<sup>a</sup> de Março

Brokers:—Silver Silvertson,

Rua 1<sup>a</sup> de Março No. 35

**ROYAL MAIL**  
STEAM PACKET COMPANY.

Under contracts with the British and Brazilian  
Governments for carrying the mails.

TABLE OF DEPARTURES.

1886

Date	Steamer	Destination
Nov. 9	Trent	Southampton and Antwerp, calling at Bahia, Macao, Pernambuco, Lisbon and Vigo.
" 18	Mondego	Santos, Montevideo and Buenos Ayres.
" 24	La Plata	Southampton and Antwerp, calling at Bahia, Pernambuco and Lisbon.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th proceeding to the River Plate after the necessary delay. The latter also calling at Santos.

The homeward bound steamers continue to leave Rio on the 9th and 24th of every month. The former also calling at Santos.

For freight and passages apply to

**E. W. MAY, Superintendent.**

Rua do General Camara No. 2,

(Corner of Rua Visconde de Itaboraity).

**UNITED STATES AND BRAZIL**  
MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAILS

**SAILINGS**

ADVANCE, for New York, 4th Dec.  
FINANCE, " " 29th "  
ALLIANÇA, " " 22nd Jan.

The splendid new packet

**ALLIANÇA,**

will sail 10th November at 10 a. m. for

**NEW YORK**

calling at

BAHIA, PERNAMBUCO, MARANHAM,

[entering the two last named ports]

PARÁ, BARBADOS and ST. THOMAS

**Reduced Passages**

To New York..... cabin steerage  
\$145 \$75 gold

For passages and information apply to

**Wilson, Sons & Co., Limited; Agents**

No. 2 Praça das Marinhãs

And for cargo to

**W. C. Peck.**

No. 6, Praça do Commercio

## Banks.

**ENGLISH BANK**  
OF  
**RIO DE JANEIRO**  
(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

Rio de Janeiro, Pará, Pernambuco, Santos  
and São Paulo.

Capital..... £ 1,000,000  
Ditto, paid up..... £ 500,000  
Reserve Fund..... £ 150,000

Draws on

**THE LONDON JOINT STOCK BANK,**  
and transacts every description of Banking business.

**LONDON AND BRAZILIAN**  
BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,  
RIO DE JANEIRO, SANTOS, SÃO PAULO,  
RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO,  
AND NEW YORK.

Capital..... £ 1,000,000  
Capital paid up..... £ 500,000  
Reserve fund..... £ 250,000

Draws on:

**Messrs. Glyn, Mills, Currie & Co.,**  
LONDON,

**Messrs. Mallet Freres & Co.,**  
PARIS,

**Messrs. J. H. Schröder & Co.,**  
HAMBURG.

## NOTICE.

The undersigned are open to engage the services of a reliable and trustworthy gentleman, practically acquainted with the paper trade, to represent them on commission in Rio de Janeiro: 1st, secure orders for paper and stationery; 2nd, obtain particulars of any article in paper or stationery which J. S. & S. might buy, for sale in England, or elsewhere. Applications to be made to

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## A YEAR IN BRAZIL,

by Hastings C. Dent.

Orders for this interesting and instructive work will be received by Messrs. Crashley & Co., Rua do Ouvidor, N. 67.

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A respectable English family, residing in a healthy suburb of Rio, has vacancies for the reception of a few pupils, girls and boys, of respectable parents, either as boarders or day scholars, to educate along with their own children. Girls of any age will be received, but boys only from 4 to 10 years old. The education is in charge of proficient Masters and is of the most approved system. The boarders will be under the immediate charge of the lady of the house and will have all the benefits of family life accompanied by a strict attention to all that is necessary for their health and comfort. Information at

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Rua do Ouvidor 67.

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Collections filled and shipped on short notice, suitably packed for transportation to all parts of the world.

Address: **Peter Turf,**

Care of The Rio News,

Rio de Janeiro, Brazil.

**THE RIO NEWS.**  
**HAND-BOOK OF RIO DE JANEIRO.**

The Editors of this paper have in preparation, in English, a pocket guide-book of this city and vicinity, which will indicate and describe all places of interest, and direct passengers from passing steamers where to go in order to best spend the brief time they may have in port. Thousands of English-speaking travellers pass through this city every year, and to all such the Hand-book will be invaluable. A few

**First-Class Advertisements**

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and other blank forms used in business offices are much more convenient when put up in blocks, for which purpose the new **ELASTIC CEMENT** is much preferable to the pasts used by binders. All commercial forms printed at the

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Subscriptions received for all the leading English and American newspapers and periodicals. Agents for **The European Mail.**

A large assortment of English novels, of the Tauchnitz Editions of the Franklin Square Library and of the Lavell Library constantly on hand.

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**VERMIFUGE.**

THIS valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having been commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.

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We are constantly in receipt of testimonials from physicians as to its wonderful efficacy. Its success has produced counterfeits, and the buyer must be particularly careful to examine the entire name, and see that it is

"B. A. Fahnestock's" Vermifuge.

## THE RIO NEWS

Published three times a month for the American and European mails.

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the *British and American Mail*. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by The News at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy The News has been successful even beyond all expectation. With the beginning of its 13th volume (January, 1886) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question fairly, and for the opinions expressed the editors will hold themselves responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, The News has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 15¢ per inch per quarter, with a reduction of 25% for additional space and time.

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